

Introduction

Every five years, the State of Florida requires the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area to update its Long Range Transportation Plan (LRTP). The purpose of this plan is to encourage and promote a safe and efficient transportation system to serve future year transportation demands. Results of the LRTP process are intended to serve the overall mobility needs of the area, while also being cost effective and consistent with state and local goals and objectives.

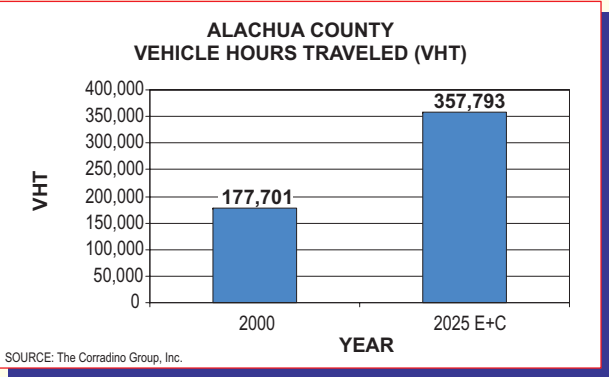
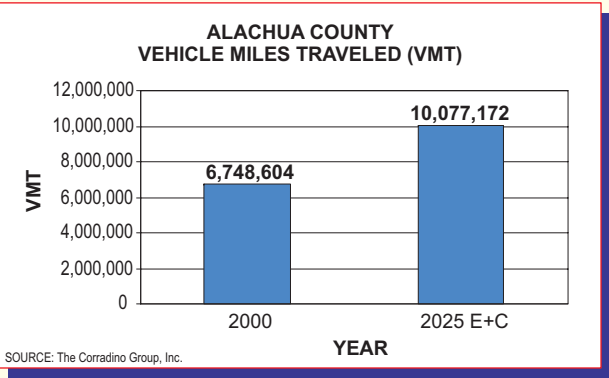
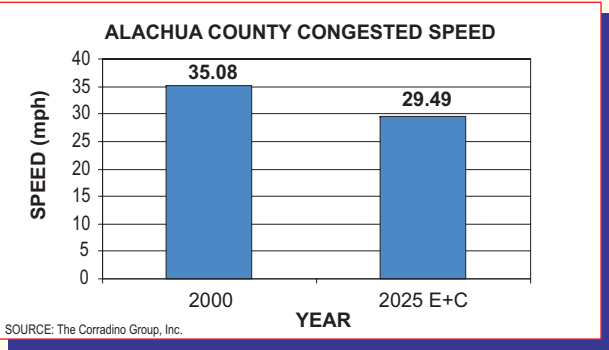
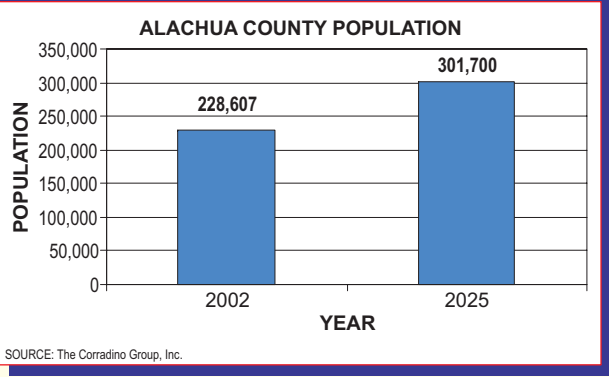
The Gainesville Urbanized Area is located in the center of Alachua County, Fla., and incorporates the City of Gainesville, as well as the surrounding urbanized and transitioning areas. Census 2000 data indicate that this area is inhabited by approximately 159,000 residents and accounts for over half of the county's total population.

The MTPO manages the transportation network and mobility needs for the defined urbanized area and recognizes the inter-connectivity between network accessibility and land use development patterns. Decision-making has focused on producing a multimodal transportation network consisting of roads, bus service, bicycle/pedestrian facilities, and a regional airport. These modes of transportation provide a foundation for handling the flow of goods and services to and from the area, as well as establish a system for area residents to access jobs, shopping and recreational facilities.



Community’s Participation

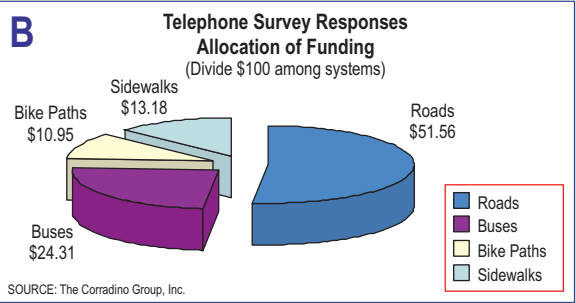
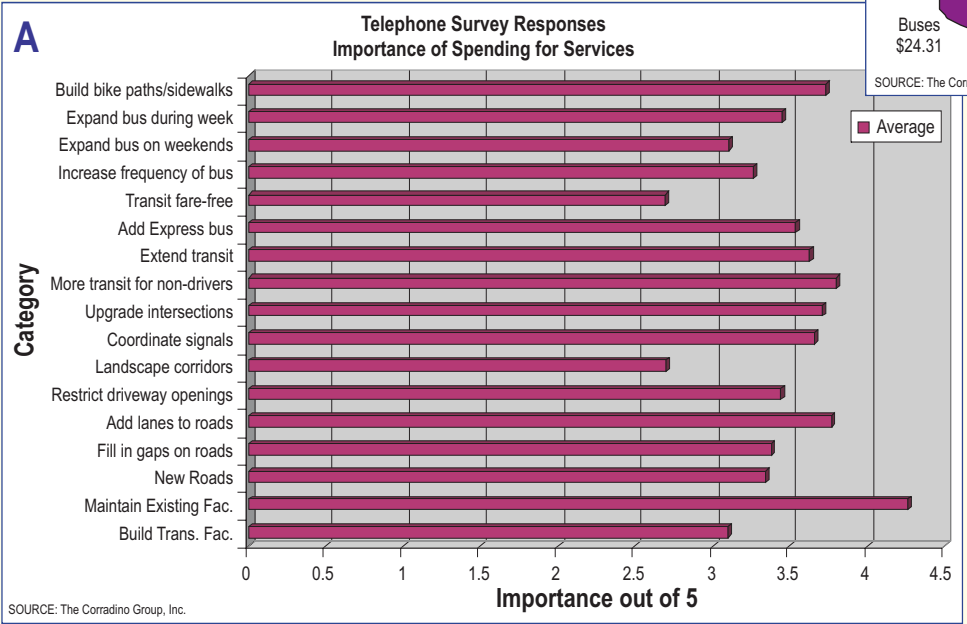
The Community Involvement Strategy of the 2025 Long Range Transportation Plan Update involved communicating with the Technical and Citizens Advisory Committees; with key stakeholders affected by the project: and, just as important, with the public at large. A Web site provided documentation of all steps of the process, and a telephone survey allowed continued public input to the project.



E+C is defined as the existing road network plus two committed road projects - the lane reductions on Main Street (from N. 8th Avenue to Depot Avenue) and the construction of SW 24th Avenue from SW 43rd Street east to SW 34th Street.

Telephone Survey

A telephone survey was conducted in the Gainesville Urbanized Area in the spring of 2005 to address a series of transportation issues. Highlights of the survey indicate that the respondents (more than 450 completed interviews) are most interested in investing in maintaining existing facilities (A). They prefer that more than half of that investment be in roads, with about one quarter spent on transit and the remaining 24 percent divided between sidewalks for pedestrians and paths for bicyclists (B).



Weighting Evaluation Factors

The MTPO Year 2025 Long Range Transportation Plan (LRTP) Update developed a list of Year 2025 transit, non-motorized and highway system projects that were tested. Nine evaluation factors were developed to evaluate proposals for these elements of the plan. The general public, members of MTPO Technical, Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board, the MTPO Commissioners and the Consultant were involved in the process of weighting the factors. Overall, the three groups indicate the first or second most important factor is to “Provide Multiple Choices in Ways to Travel.”

Factor \ Weight	MTPO Commissioners		Citizens/MTPO Committees		Consultant	
	Weight	Rank	Weight	Rank	Weight	Rank
Provide multiple choices in ways to travel	14.7%	1	13.8%	1	13.1%	2
Prevent unequal impacts for low-income and minority communities	12.4%	3	8.4%	7	7.3%	8
Better connect links in the transit and road networks	9.6%	6	13.0%	2	13.4%	1
Minimize neighborhood disruption	9.5%	7	7.7%	8	11.2%	5
Maintain good air quality	9.5%	7	11.9%	4	7.8%	7
Minimize purchase of private property to build transportation facilities	2.4%	10	5.1%	10	6.5%	9
Protect open space/parks	10.7%	4	10.4%	6	9.7%	6
Control noise at sensitive locations	6.0%	9	6.5%	9	6.0%	10
Maximize safe travel	14.5%	2	13.0%	3	13.0%	3
Minimize road congestion	10.7%	4	10.4%	5	12.0%	4

Source: The Corradino Group, Inc.

Gainesville Metropolitan Area/Year 2025 Long Range Transportation Plan Update

Vision Statement

“Land use developed with intensity and density that creates more balance in east-west Gainesville area growth, connects a limited number of highly developed mixed use centers, and is served by a highly-efficient multimodal transportation system, which allows for mode choice. The transportation system is safely used by people of all ages and income classes, supported by a dedicated transportation funding source and provides for:

- a. walkable University and town centers;*
- b. improved and affordable transit service;*
- c. improved bikeway/trail system; and,*
- d. better road connectivity.”*

Goals

The MTPO Commissioners, with extensive citizen and technical input, adopted the following goals for the Year 2025 Long Range Plan Update.

First Goal

Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville metropolitan area through expanded transportation choice, improved accessibility for motorized and non-motorized users and the preservation of environmental, cultural and historic areas.

Second Goal

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.



Third Goal

Develop and maintain a safe and secure transportation system for all users and neighbors of transportation facilities and services.

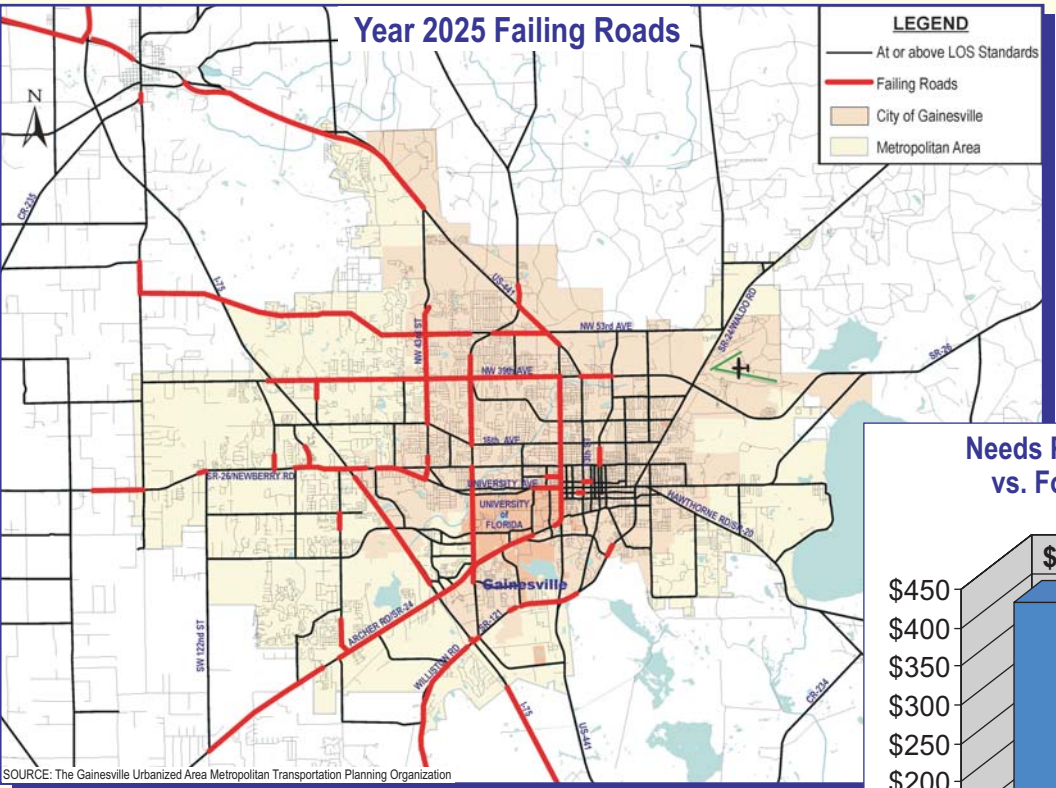
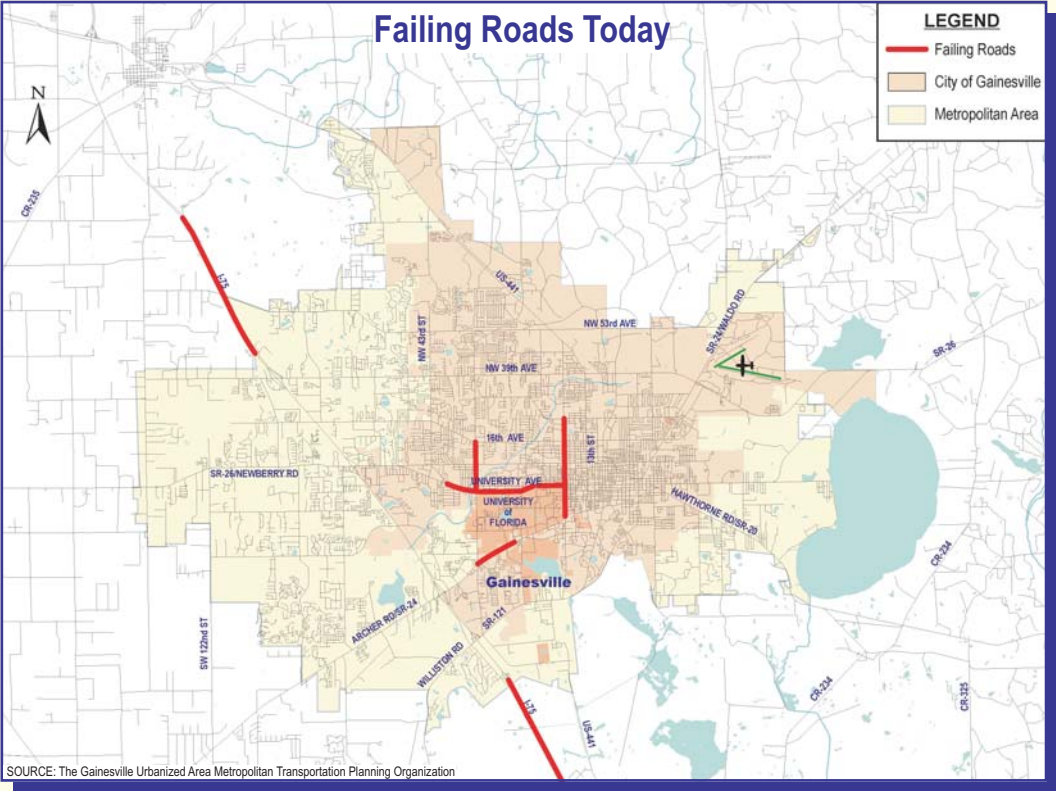
Fourth Goal

Invest strategically in transportation infrastructure to enhance the vitality of the community.



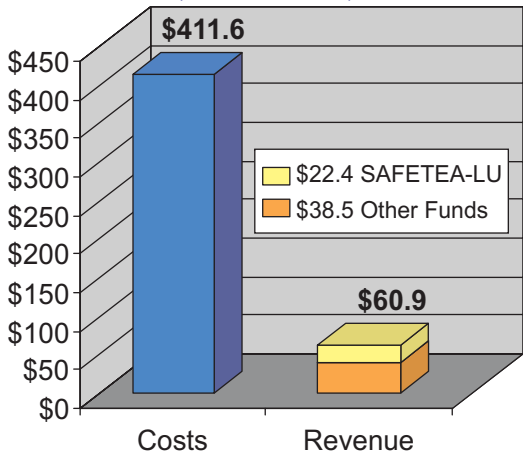
Needs Plan

To form a basis upon which to define the transportation needs in the urbanized area, analyses were conducted of the current and future (Year 2025) road conditions. Clearly, the congestion of today will only worsen as population, employment and amount of trip making continues to grow.



Needs Plan Project Estimates vs. Forecast of Revenues

(millions of dollars)



SOURCE: The Corradino Group, Inc.

The Year 2025 Needs Plan is projected to cost over \$400 million. However, the available revenues over the next 20 years are only about \$60 million.

Year 2025 Cost Feasible Plan

When the Year 2025 Cost Feasible Plan was adopted, the MTPO included the following committed and federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) High Priority Projects.

Years 2006 to 2010 Committed Projects

FISCAL YEAR	PROJECT DESCRIPTION	AMOUNT PROGRAMMED (IN MILLIONS)
2006	Airport Intermodal Facility	\$0.300
	Gainesville Train Depot Restoration	\$0.750
	Gainesville-Hawthorne Trail Urban Connector	\$0.480
	SW 24 th Avenue- Reconstruct as two-lane divided	\$10.000
	University of Florida Pedestrian and Service Access Improvements (Section 117 Earmark)	\$1.000
2007	W. 6 th Street Rail/Trail	\$0.665
2008	Main Street- Reconstruct as 2-lane divided (Depot Avenue to N. 8 th Avenue)	\$14.200
2009	Hull Road Right-Of-Way	\$2.230
	Hull Road Extension Bicycle/Pedestrian Trail	\$0.002
2010	Hull Road Right-Of-Way	\$1.930
TOTAL		\$31.557

SOURCE: The Gainesville Urbanized Area Metropolitan Transportation Planning Organization

Years 2007 to 2011 SAFETEA-LU High Priority Projects

PROJECT DESCRIPTION	AMOUNT (IN MILLIONS)
Airport Access Road Construction	\$1.60
SW 62 nd - 24 th Avenue	\$1.60
Improve North-South Corridor between Archer Road and Newberry Road to provide congestion relief to Interstate 75 corridor, State Road 121, State Road 24 and State Road 26	\$2.40 \$1.50
Depot Avenue Reconstruction- (total project cost is \$15.8)	\$4.80
NE 19 th Street/NE 19 th Terrace	\$0.80
NE 19 th Drive/NE 20 th Street and NE 25 th Street	\$1.60
Regional Transit System (RTS) Bus Facility Expansion	\$3.34
RTS Facility Expansion	\$1.00
RTS Bus Rapid Transit Study	\$0.42
RTS Bus Replacement	\$3.30
TOTAL	\$22.36

SOURCE: The Gainesville Urbanized Area Metropolitan Transportation Planning Organization

Year 2025 Cost Feasible Plan - Priorities

On November 3, 2005, the MTPO adopted the priorities for the Year 2025 Cost Feasible Plan shown in the table below. This Plan also assigned priorities for transportation enhancement projects. Priority number 1 is the Hull Road Bicycle/Pedestrian Facility, while priority number 2 is the Bicycle/Pedestrian Grade Separated Crossing at Hull Road and SW 34th Street.

